

6.2 LAND USE/RECREATION

The land uses and recreational resources for DMR were identified through review of the state Land Use District designations (State of Hawai'i 2002a), the state designations for Agricultural Lands of Importance to the State of Hawai'i (State of Hawai'i 2002a), the North Shore Sustainable Communities Plan (City and County of Honolulu 2000a), and the City and County of Honolulu Real Property Assessment Division data for tax map key identifications and property boundaries (City and County of Honolulu 2003).

6.2.1 Affected Environment

Land Use

Dillingham Military Reservation

DMR is on the northwestern tip of O'ahu (Figure 6-1). It consists of 664 acres (269 hectares) and supports units during field exercises (Nakata Planning Group, LLC 2002a). The 107-acre (43.3-hectare) cantonment area includes an airfield and associated roadways, bunkers, and earthen airplane hangars that were built along the coastal plain. Construction that extends into the foothills of the Wai'anae Mountain Range includes ammunition storage bunkers and gun emplacements (Nakata Planning Group, LLC 2002a).

Approximately 354 acres (143 hectares) of DMR are suitable for maneuver and field training, while the remaining land is on steep mountain slopes. DMR is used for small unit (up to platoon¹) maneuvers and cannot support large-scale operations. No range facilities are available at DMR (Nakata Planning Group, LLC 2002b). Ammunition is restricted to blanks and is prohibited on the runway (Nakata Planning Group, LLC 2002a). There are no live-fire activities, designated ordnance impact areas, or associated surface danger zones on DMR.

The airfield is an active joint-use military/civilian airfield. The State of Hawai'i Department of Transportation has a lease from 1983 to 2008 for portions of DMR, including the runway and parking area (USARHAW and 25th ID[L] 2001a). The lease is for civilian light aircraft operations and support from sunrise to sunset. Night operations are reserved for the military. The Army also retains the right to close the airfield at any time for daytime military operations.

Most of DMR is within the state-designated Agricultural District (Figure 6-2; State of Hawai'i 2002a); however, the state ALISH map does not identify DMR as agricultural land of importance to the State of Hawai'i (Figure 6-3). A small portion at the western end of the airfield is within the Conservation District, with no designated subzone (State of Hawai'i 2002a). County zoning of DMR is Ag-2 General Agricultural District, except for a small portion at the airstrip, which is zoned as F-1 Military (City and County of Honolulu 2001). The Special Management Area includes the airfield portion of DMR (Figure 6-4; State of Hawai'i 2002a). Special Management Areas are discussed in Appendix N.

¹ A platoon consists of 16 to 44 Soldiers (USACE Mobile District 2001).

Figure 6-1
Land Use at Dillingham Military Reservation

Figure 6-2

State Land Use District Map Dillingham Military Reservation

Figure 6-3

Agricultural Lands of Importance to the State of Hawai'i Dillingham Military Reservation

Figure 6-4

Special Management Area Dillingham Military Reservation

Military land uses within DMR project areas are listed in Table 6-3. One of the antenna sites is outside DMR boundaries in a Conservation District Resource Subzone, a designation with the objective to develop areas to ensure sustained use of the area's natural resources.

Table 6-3
Dillingham Military Reservation Project Areas and Land Uses

| Project Title | Existing Land Use |
|----------------------|--|
| SBCT Training | Training |
| FTI | |
| Dillingham Airport | Training |
| Dillingham P1 | Training |
| Dillingham Ridge | Conservation District Resource Subzone |

Public recreation/nonmilitary uses at DMR include glider plane operation, parachuting, sky diving, hang gliding, and hiking. Glider plane operation, parachuting, sky diving, and hang gliding are allowed in designated areas associated with the airfield. The military maintains priority use of the airfield at all times. The 2.3-mile (3.7-kilometer) Keālia Trail can be accessed through the western portion of DMR (Figure 6-5). This trail allows non-motorized biking and is open to the general public. If the trail is accessed from the south, through the Ka'ena Point Tracking Station, a DLNR permit is required (Nā Ala Hele 2003).

Dillingham Trail

The proposed land easement/road construction for Dillingham Trail would extend north from Main Post, would travel along the northeastern edge of Poamoho Gulch, and would turn west to continue to DMR. The trail alignment is along existing agricultural and undeveloped lands (USGS 1998c and 1999a). The state ALISH map shows Prime, Unique, and Other Agricultural Lands along the trail corridor (Figure 6-3). The trail passes near Thomson Corner, a residential subdivision. The trail also crosses the Mokulē'ia Forest Reserve Access, a 4.2-mile (6.8-kilometer) paved trail accessible on foot and by bicycle (Nā Ala Hele 2003).

The trail crosses the Special Management Area as it passes to the north and west of Thomson Corner (Figure 6-4).

Ownership

Dillingham Military Reservation

The federal government owns DMR. Figure 6-6 shows land parcels within DMR, and Table 6-4 lists Tax Map Key of the affected land parcels and the associated landowners and lessees.

Figure 6-5

Kuaokalā-Mokulēʻia Area Trails (Hiking Trails at Dillingham Military Reservation)

Figure 6-6
Affected Parcels Map Dillingham Military Reservation

Table 6-4
Dillingham Military Reservation Landowners and Lessees

| Tax Map Key | Landowner (Lessee) |
|--|--|
| DMR | |
| 68014001 to 68014008 and 68014011 to 68014025 | United States of America (State Department of Transportation Airports Division) |
| 68002018 | United States of America |
| FTI site outside of DMR | |
| Dillingham Ridge | |
| 68001004 | State of Hawai'i |

Source: City and County of Honolulu 2003

Dillingham Trail

The proposed Dillingham Trail land is owned by various entities. Affected parcels are shown in Figure 6-6, and Table 6-5 lists Tax Map Keys of the affected land parcels and the associated landowners and lessees.

Surrounding Land Use

Dillingham Military Reservation

The land surrounding DMR is generally undeveloped and includes Prime agricultural land to the east and beaches to the north, with some residences to the northeast. The Kawaihāpai reservoir and associated pumping station and aqueducts are located east of DMR (USGS 1983). Dillingham Ranch, a former cattle ranch, is approximately 1.6 miles (2.6 kilometers) west-southwest of DMR; its facilities include horse stables. Land south of DMR is mountainous and includes a state hunting area to the southwest (Figure 5-10). Conditions for hunting in this area, shown on Figure 5-10, are presented in Table 6-6. Land uses to the west include an inactive quarry immediately to the west and the YMCA's Camp Erdman and the military's Camp Ka'ena, approximately 0.7 mile (1 kilometer) west of DMR.

Mokulē'ia Beach extends along the shoreline north of DMR, across Farrington Highway. Mokulē'ia Beach Park, included north of the eastern side of DMR, is used for beachcombing, bodyboarding, fishing, snorkeling, surfing, swimming, and windsurfing (Clark 1999). Facilities include restrooms, showers, camping sites, and parking. A bikeway is proposed along Farrington Highway, but construction has not been planned (City and County of Honolulu 2000a; and Lloring 2002).

Dillingham Trail

The land surrounding Dillingham Trail is generally agricultural or undeveloped. The trail passes near the residential subdivision Thomson Corner (Figure 6-1).

Table 6-5
Dillingham Trail Landowners and Lessees

| Tax Map Key | Landowner (Lessee) |
|-----------------------|---|
| 64003001 | Dole Food Co., Inc. |
| 65001002 | Dole Food Co., Inc. (Waialua Sugar Co., Inc.) |
| 65002010 | George Gailbraith Trust Estate (PPI Del Monte Fresh Produce) |
| 65002011 | Dole Food Co., Inc. |
| 65002018 | Dole Food Co., Inc. |
| 65002019 | Dole Food Co., Inc. |
| 65002025 | George Gailbraith Trust Estate (PPI Del Monte Fresh Produce) |
| 66025001 | Dole Food Co., Inc. |
| 66027001 | Dole Food Co., Inc. (Haruo I. Ishida) |
| 66027007 | T. Otake & Sons, Ltd. |
| 67002004 | Dole Food Co., Inc. (Waialua Ranch Partners) |
| 67003019 | Dole Food Co., Inc. (Waialua Ranch Partners) |
| 68002005 | Dole Food Co., Inc. (Aloha Farms, Inc.) |
| 68003004 | Dole Food Co., Inc. |
| 68003006 | <u>Metropolitan Mtg. and Securities Co., Inc.</u> (Yusung Timber Co., Ltd.) |
| 68003009 | Dole Food Co., Inc. (Aloha Farms, Inc.) |
| 68003015 | <u>Metropolitan Mtg. and Securities Co., Inc.</u> (Yusung Timber Co., Ltd.) Metropolitan Mtg. and Securities Co. Inc. |
| 68003030 | <u>Metropolitan Mtg. and Securities Co., Inc.</u> (Yusung Timber Co., Ltd.) Metropolitan Mtg. and Securities Co. Inc. |
| 68003031 | <u>Metropolitan Mtg. and Securities Co., Inc.</u> (Yusung Timber Co., Ltd.) Metropolitan Mtg. and Securities Co. Inc. |
| 68003040 ¹ | <u>Metropolitan Mtg. and Securities Co. Inc.</u> (Yusung Timber Co., Ltd.) Metropolitan Mtg. and Securities Co. Inc. |
| 68003041 | State of Hawai'i |
| 68007002 | Dole Food Co., Inc. (Waialua Sugar Co., Inc.) |
| 71001002 | George Gailbraith Trust Estate (PPI Del Monte Fresh Produce) |
| 71001003 | George Gailbraith Trust Estate (PPI Del Monte Fresh Produce) |
| 71001022 | George Gailbraith Trust Estate (Wahiawa Water Co., Inc.) |

Source: City and County of Honolulu 2003

¹This parcel is adjacent to the Dillingham Trail alignment.

Table 6-6
Hunting Near Dillingham Military Reservation

| Conditions | Game Mammals | Game Birds |
|--|--|---|
| Game to be taken | Wild pigs and wild goats | Ring-neck pheasant, green pheasant; California valley quail, Japanese quail, Gambel's quail; Erckel's francolin, gray francolin, black francolin; chukar partridge; barred dove (small dove), spotted dove (large dove) |
| Permitted hunting methods | Rifles, shotguns, handguns, spears, bows and arrows. Dogs are permitted only from August through October. | Shotguns and bows and arrows |
| Open hunting periods | February through April, archery only; May through July, firearms; August through October, use of dogs allowed. | First Saturday in November through Martin Luther King Day or the third Sunday in January, whichever occurs later. There are additional special bird seasons for increased takes for the barred dove and spotted dove. |
| Open hunting days | Daily | Saturdays, Sundays, and state holidays |
| Special conditions and restrictions | Access through DMR (subject to military activities). | Public and private lands. Hunting on private lands requires permission of the landowner. The special dove seasons are limited to private lands. |
| Hunters | Persons who have the appropriate hunting license, tags, permits, or permit tags on their person and who have signed in at a hunter checking station. | |

Sources: DLNR 1999a, 1999b

Surrounding Land Ownership

Dillingham Military Reservation

Landowners adjacent to DMR include Dole Food Co., Inc., to the east, the State of Hawai'i to the west and southeast, and Metropolitan Mtg. and Securities Co. Inc., to the south. Land ownership to the north, across Farrington Highway, includes the City and County of Honolulu, Metropolitan Mtg. and Securities Co., Inc., and the United States of America (Mokulē'ia Army Beach).

Dillingham Trail

Landowners of parcels adjacent to the proposed Dillingham Trail are the same as those listed in Table 6-5, plus the various landowners of parcels within Thomson Corner and the Metropolitan Mtg. and Securities Co., Inc.

6.2.2 Environmental Consequences

Summary of Impacts

A summary of impacts associated with land use and recreation at DMR is provided in Table 6-7. Under the Proposed Action and the Reduced Land Acquisition Alternative, less than significant impacts would occur from converting agricultural land to training land because Dillingham Trail would be constructed on agricultural roads and undeveloped land. Less than significant impacts on land use would also occur from construction of an FTI in a Conservation District, during the temporary construction of the projects, and from SBCT training on lands currently used for current force training. There would be no impacts on natural resources management or recreational land use. There would be no impacts under No Action.

Table 6-7
Summary of Potential Land Use/Recreation Impacts at DMR

| Impact Issues | Proposed Action | Reduced Land Acquisition | No Action |
|---|-----------------|--------------------------|-----------|
| Conversion of agricultural land to training land | ⊙ | ⊙ | ○ |
| Impacts on natural resources management and recreational land use | ○ | ○ | ○ |
| Construction of FTI in a Conservation District | ⊙ | ⊙ | ○ |
| Impacts on land use during construction activities | ⊙ | ⊙ | ○ |
| SBCT training on lands currently used for current force training | ⊙ | ⊙ | ○ |

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

LEGEND:

| | | |
|--|-----|---------------------|
| ⊗ = Significant | + | = Beneficial impact |
| ⊖ = Significant but mitigable to less than significant | N/A | = Not applicable |
| ⊙ = Less than significant | | |
| ○ = No impact | | |

Proposed Action (Preferred Alternative)

Environmental impacts discussed in this section are the result of the acquisition of an easement and construction of Dillingham Trail, the construction and operation of new communication antennas, and training associated with the SBCT transformation.

Less Than Significant Impacts

Conversion of agricultural land to training land. An easement of approximately 55 acres (22.3 hectares) would be acquired and used for constructing Dillingham Trail. In general, the land use would be converted from agriculture (Prime, Unique, and Other) to training land. The trail alignment is generally through agricultural and undeveloped lands. According to the state land use law, roads can be constructed through agricultural fields (Hawai'i Revised Statutes Section 205-4.5[a][7]). Use of existing agricultural roads is preferred to minimize disruption of agricultural practices. Most of Dillingham Trail would be constructed along existing agricultural roads. The trail segment along Poamoho Gulch would be constructed along the gulch ridge to minimize impacts. Trail construction and use is not expected to significantly affect land use. The Army would consult with land owners so that, following construction of Dillingham Trail, joint use of the plantation roads would be coordinated to minimize impacts on agricultural land use.

Construction of FTI in a Conservation District. Construction of one antenna outside of DMR would affect a minimal area within the Conservation District. The new antenna facility would reuse an existing site, where possible, and when an existing facility is not available the new antenna would be constructed on a relatively small area (500 square feet [46 square meters]). The new facility would also be located, where possible, close to existing access roads or trails. It would be sited, painted, and landscaped to minimize their impacts on surrounding areas and users. As required in a Conservation District, endemic or indigenous plants would be used to renaturalize project areas where natural vegetation plant cover has been disturbed. Construction would be scheduled, where possible, to minimize conflicts with existing recreation activities. In addition, antenna sites are available for emergency efforts for aiding or rescuing stranded or lost hikers and hunters.

Impacts on land use during construction activities. During construction activities, land uses may be temporarily affected. To minimize impacts on agricultural practices, most of Dillingham Trail would be constructed along existing agricultural roads, and the trail segment along the Poamoho Gulch would be constructed along the gulch ridge.

SBCT training on lands currently used for training. Land use at DMR would not significantly change with the Proposed Action. Areas being used for maneuver training would continue to be used in the same manner. Vehicles used during maneuver exercises would be replaced by the Stryker vehicle. The land is expected to be used more frequently and intensively, with vehicle traffic between SBMR and DMR increasing in frequency (adding four brigade-level exercises per year), with vehicle density increasing to between 27 and 37 (an increase of 86 total vehicles on the road). However, maneuver areas would remain the same, therefore, introducing the Stryker is not considered a land use change. Public access to and use of the airfield at DMR would remain the same.

No Impacts

Impacts on natural resources management and recreational land use. Projects associated with DMR and the Dillingham Trail would not affect natural resources management areas. The recreation uses of the DMR airfield and access to Keālia Trail and the hunting area southwest of DMR would not change with the Proposed Action.

Reduced Land Acquisition Alternative

The impacts associated with the RLA Alternative are identical to those described for the Proposed Action.

No Action Alternative***No Impacts***

Under No Action, transformation would not occur, so no major changes to training areas would take place in Hawai'i. The Army would continue to operate and maintain its range, training areas, and support facilities to meet its current force training mission requirement. However, the level of training would change occasionally in response to this requirement, and, as a result, the land uses of these areas could change. If future changes could affect the environment, NEPA documentation would be prepared.